LTIP #1

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 12 / 2008

CONTACT: Greg Long **PHONE #** (513) 352-5289
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513)352-5336 **E-MAIL:** greg.long@cincinnati-oh.gov

PROJECT NAME: Spring Grove/Clifton Improvements

SUBDIVISION TYPE
(Check Only 1)
__1. County
_X_2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
_X_1. Grant $1,400,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_X_1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST: $ 2,000,000 **FUNDING REQUESTED:** $1,400,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: $ 1,400,000 **LOAN ASSISTANCE:** $_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check Only 1)
__State Capital Improvement Program __Small Government Program
X Local Transportation Improvements Program

HAMILTON COUNTY PLANNING PARTNERSHIP 2008 SEP 19 PM 2:2

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$		
Final Design	$		
Bidding	$ .00		
Construction Phase	$ .00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$	
c.) Construction Costs:		$ 1,818,182.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 181,818.00	
g.) TOTAL ESTIMATED COSTS:		$ 2,000,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 600,000 .00	30
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 600,000 .00	30
d.)	OPWC Funds		
	1. Grant	$ 1,400,000 .00	70
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 1,400,000 .00	70
e.)	TOTAL FINANCIAL RESOURCES:	$ 2,000,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Spring Grove/Clifton Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Spring Grove Avenue from 250 feet west of Winton Road to 250 feet east of Mitchell Avenue and from the Clifton Avenue intersection with Spring Grove to 200 south of bridge abutment.

PROJECT ZIP CODE: 45232

B: PROJECT COMPONENTS:

Horizontal geometric improvements to the roadway on Spring Grove between Winton & Mitchell including changes at the Clifton intersection. Highway work includes concrete base and asphalt surface; new sidewalk on both sides of street, street lights, traffic signals, and overhead signage. The bridge spanning the Mill Creek on Clifton will be replaced with this project. Project will address safety countermeasures using pavement markings, LED signal heads, and overhead signage as further detailed in the ASI on Mitchell, Winton, Clifton, and Spring Grove.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project covers 2,400 linear feet on Spring Grove and is seven lanes.
Project covers 150 linear feet of bridge spanning the Mill Creek.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 33,707 **Year:** 1995 **Projected ADT:** _____ **Year:**

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ **Proposed Rate: $**

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$2,000,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$ .00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	9 / 1 /07	9 / 1 / 08
4.2	**Bid Advertisement and Award:**	9 / 1 /08	12/ 31/ 08
4.3	**Construction:**	1 / 1 /09	2/ 1 / 10
4.4	**Right-of-Way/Land Acquisition:**	/ /	/ /

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	David Holmes
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352 -5368
	FAX	(513) 352-2458
	E-MAIL	
5.2	CHIEF FINANCIAL OFFICER	Joe Gray
	TITLE	Acting Finance Director
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-5372
	FAX	
	E-MAIL	
5.3	PROJECT MANAGER	Don Gindling
	TITLE	Principal Construction Engineer
	STREET	Room 450, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-1518
	FAX	
	E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Holmes, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

David R. Holmes 9/10/08

Signature/Date Signed

September 12, 2008

Subject: Spring Grove/ Clifton Avenue Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street reconstruction is at least twenty (20) years.

(seal)

Gregory D. Long

Gregory D. Long, P.E.
Principal Engineer
City of Cincinnati

September 10, 2007

Subject: Clifton Avenue/Spring Grove Avenue Improvements
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject bridge replacement is at least fifty (50) years.

(seal)

Reiner Reising, P.E.
Senior Engineer
City of Cincinnati

Spring Grove Avenue/Clifton Avenue Bridge						
OPWC ROUND 23 Split Estimate						TOTAL
REF.	ITEM NO.	TOTAL	UNIT	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	1.0	L.S.	Contract Bond	$37,500.00	$37,500.00
2	Special	2.0	ea.	Project Signs	$500.00	$1,000.00
3	201	1.0	L.S.	Clearing and Grubbing	$7,500.00	$7,500.00
4	202	1.0	L.S.	Structure Removed	$45,000.00	$45,000.00
5	202	66.5	s.y.	Structure Removed	$46.00	$3,059.00
6	202	212.5	l.f.	Fence Removed	$10.00	$2,125.00
7	202	350.0	s.y.	Concrete Pavement Removed	$25.00	$8,750.00
8	202	62.5	s.y.	Concrete Island Removed	$15.00	$937.50
9	202	75.0	l.f.	Pipe Removed	$10.00	$750.00
10	202	125.0	s.f.	Sidewalk Removed	$3.50	$437.50
11	202	1.0	ea.	Inlet Removed	$300.00	$300.00
12	202	1.0	ea.	Inlet Abandoned	$300.00	$300.00
13	202	1.0	ea.	Manhole Abandoned	$500.00	$500.00
14	203	182.5	c.y.	Granular Backfill	$42.00	$7,665.00
15	203	50.0	c.y.	Embankment	$25.00	$1,250.00
16	203	50.0	c.y.	Excavation	$20.00	$1,000.00
17	204	593.5	s.y.	Subgrade Compaction	$2.00	$1,187.00
18	204	40.0	hr.	Proof Rolling	$50.00	$2,000.00
19	254	9964.9	s.y.	Pavement Planing, Bituminous	$1.75	$17,438.50
20	301	33.0	c.y.	Asphalt Concrete Base	$125.00	$4,125.00
21	304	62.5	c.y.	Aggregate Base	$40.00	$2,500.00
22	305	350.0	s.y.	Concrete Base	$40.00	$14,000.00
23	448	326.0	c.y.	Asphalt Concrete Intermediate Course, Type 1	$125.00	$40,750.00
24	448	456.0	c.y.	Asphalt Concrete Surface Course, Type 1	$125.00	$57,000.00
25	503	220.5	c.y.	Excavation For Structures	$35.50	$7,827.75
26	503	1.0	L.S.	Cofferdams, Cribs & Sheeting	$17,500.00	$17,500.00
27	505	1.0	L.S.	Pile Driving Equipment Mobilization	$9,000.00	$9,000.00
28	507	1356.0	l.f.	Piles, Furnishing and Driving	$27.50	$37,290.00
29	509	39999.5	lb.	Epoxy Coated Reinforcing Steel	$1.00	$39,999.50
30	510	25.0	e.a.	Dowel Holes	$20.00	$500.00
31	511	150.0	c.y.	Class S Concrete	$775.00	$116,250.00
32	511	16.7	c.y.	Class S Concrete, Wall	$3,750.00	$62,493.75
33	511	25.0	c.y.	Class S Concrete, Walks	$500.00	$12,500.00
34	511	95.0	c.y.	Class S Concrete, Abutments	$500.00	$47,500.00
35	511	35.0	c.y.	Class S Concrete, Backwall	$590.00	$20,650.00
36	512	195.0	s.y.	Sealing Of Concrete Surfaces, Substructure - Epoxy	$23.50	$4,582.50
37	512	800.0	s.y.	Sealing Of Concrete Surfaces, Non-epoxy	$9.00	$7,200.00
38	512	31.0	s.y.	Type 2 Membrane Waterproofing	$16.50	$511.50
39	513	207500.0	lb.	Structural Steel	$1.95	$404,625.00
40	514	1.0	L.S.	Field Painting Of New Steel, System IZEU	$20,000.00	$20,000.00
41	516	70.0	l.f.	Structural Expansion Joint Including Strip Seal	$450.00	$31,500.00
42	516	10.0	e.a.	Elastomeric Bearing Pads with Loadplate	$1,000.00	$10,000.00
43	517	150.0	l.f.	Reinforced Concrete Railing	$260.00	$39,000.00
44	518	1.0	L.S.	Structure Drainage	$1,250.00	$1,250.00
45	519	100.0	s.f.	Patching Concrete Structures	$30.00	$3,000.00
46	523	1.0	L.S.	Dynamic Load Test	$250.00	$250.00
47	526	93.5	s.y.	Approach Slab (15" Thick)	$195.00	$18,232.50
48	601	85.0	s.y.	Concrete Slope Protection	$70.00	$5,950.00
49	603	12.5	l.f.	Reestablish Sanitary Lateral Connection	$100.00	$1,250.00
50	603	125.0	l.f.	12" Conduit, Type H	$100.00	$12,500.00
51	603	25.0	l.f.	18" Conduit, Type B	$100.00	$2,500.00
52	603	12.5	l.f.	24" Conduit, Type B	$100.00	$1,250.00
53	603	12.5	l.f.	30" Conduit, Type B	$250.00	$3,125.00
54	603	12.5	l.f.	36" Conduit, Type B	$350.00	$4,375.00
55	604	2.5	ea.	Manhole	$3,500.00	$8,750.00
56	604	1.0	ea.	Combination Inlet Manhole (CIMH)	$2,500.00	$2,500.00
57	604	1.0	ea.	Ditch Inlet (DI)	$1,600.00	$1,600.00
58	604	2.0	ea.	Double Gutter Inlet (DGI)	$2,000.00	$4,000.00
59	604	3.0	ea.	Manhole Reconstructed to Grade	$1,000.00	$3,000.00
60	604	2.5	ea.	Manhole Adjusted to Grade Without Adjusting Rings	$500.00	$1,250.00
61	604	2.5	ea.	Double Gutter Inlet (DGI) Adjusted to Grade	$500.00	$1,250.00
62	605	100.0	l.f.	4 Inch Shallow Pipe Underdrain	$5.00	$500.00
63	606	1.0	L.S.	Guardrail and Bridge Terminal A	$10,000.00	$10,000.00

Spring Grove Avenue/Clifton Avenue Bridge						
OPWC ROUND 23 Split Estimate						TOTAL
REF.	ITEM NO.	TOTAL	UNIT	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
64	607	1.0	L.S.	Fence	$1,250.00	$1,250.00
65	608	17267.5	s.f.	Concrete Walk, 5 Inches	$6.00	$103,605.00
66	608	500.0	s.f.	Curb Ramp	$10.00	$5,000.00
67	608	100.0	s.f.	Detectable Warning, Type B	$10.00	$1,000.00
68	608	100.0	s.f.	Detectable Warning, Type O	$10.00	$1,000.00
69	609	2635.0	l.f.	Concrete Curb, Type S-1	$20.00	$52,700.00
70	614	1.0	L.S.	Maintaining Traffic	$50,000.00	$50,000.00
71	616	125.0	mgal	Water (Dust Control)	$10.00	$1,250.00
72	619	1.0	Sum	Field Office, Type A	$2,500.00	$2,500.00
73	627	5019.0	s.f.	Concrete Driveway	$8.00	$40,152.00
74	628	2350.0	l.f.	Sawing Concrete	$3.00	$7,050.00
75	644	0.6	mi.	Thermoplastic Pavement Markings - Center Line, double yellow	$3,000.00	$1,740.00
76	644	0.6	mi.	Thermoplastic Pavement Markings - Edge Line, White	$2,000.00	$1,250.00
77	644	950.5	l.f.	Thermoplastic Pavement Markings - Crosswalk Line, 12" - white	$3.50	$3,326.75
78	644	1.1	mi.	Thermoplastic Pavement Markings - Lane Line, 4" - white	$4,000.00	$4,400.00
79	644	252.5	l.f.	Thermoplastic Pavement Markings - Stop Line, 12" - white	$5.00	$1,262.50
80	644	500.0	l.f.	Thermoplastic Pavement Markings - Transverse Line, Hatching	$3.00	$1,500.00
81	644	9.0	e.a.	Thermoplastic Pavement Markings - Lane Arrows, white	$90.00	$810.00
82	Special	25.0	s.f.	Retaining Wall	$500.00	$12,500.00
83	Special	1.5	ea.	Traffic Signal Complete	$75,000.00	$112,500.00
84	Special	1.0	L.S.	Signing and Striping	$50,000.00	$50,000.00
85	Special	7.0	ea.	Street Lighting Complete	$8,000.00	$56,000.00
86	659	1647.5	s.y.	Seeding and Mulching with Topsoil	$5.00	$8,237.50
87	Special	1.0	L.S.	Railroad Protective Liability Insurance	$25,000.00	$25,000.00
88	721.00	250.0	e.a.	Raised Pavement Markers	$150.00	$37,500.00
89	1101	5.0	l.f.	Furnishing and Laying 6" Ductile Iron Pipe and Fittings	$125.00	$625.00
90	1101	5.0	l.f.	Furnishing and Laying 8" Ductile Iron Pipe and Fittings	$100.00	$500.00
91	1110	1.0	c.y.	Concrete Class "C"	$140.00	$140.00
92	1112	1.5	ea.	Furnishing and Installing Fire Hydrant	$1,550.00	$2,325.00
93	1123	1.0	l.f.	Changing 8" and Under Pipe Sewer	$35.00	$35.00
94	1126	2.0	l.f.	Furnishing, Installing and Connecting 3/4" Copper Service Pipe	$56.00	$112.00
95	1126	2.0	l.f.	Furnishing, Installing and Connecting 1" Copper Service Pipe	$56.00	$112.00
96	1128	1.0	ea.	Reconnecting Existing 3/4" Service Branch	$200.00	$200.00
97	1131	1.0	ea.	Furnishing and Installing Curb and Roadway Box	$62.00	$62.00

TOTAL	$1,818,182
10% CONTINGENCY	$181,818
TOTAL ESTIMATED CONSTRUCTION COST	**$2,000,000**

Gregory D. Long, P.E.

STATE OF OHIO
GREGORY D. LONG
E-66202
REGISTERED
PROFESSIONAL ENGINEER

City of Cincinnati

Department of Finance

City Hall, Suite 250
801 Plum Street
Cincinnati, Ohio 45202
Phone: (513) 352-3731
Fax: (513) 352-2370

Joe Gray
Director

Kathleen Creager
Assistant Director

September 10, 2008

Michael Miller, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

Re: **Status of Funds for Local Share**
Round 23 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following Round 23 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS

Dana Avenue Improvements – I-71 to Victory Parkway:
Safety and capacity improvements for Dana Avenue in Evanston. This project will also complement improvements being made by Xavier University being developed for campus facilities between Montgomery Road and Ledgewood Avenue.

Madison Road – Brotherton Road to Ridge Avenue:
Safety and capacity improvements for Madison Road in Oakley. This project will include improvements to the Madison/Ridge intersection which are associated with the planned Kennedy Connector. In the vicinity of Brazee Street, new pedestrian islands will be constructed to provide improved pedestrian safety.

STREET IMPROVEMENT / BRIDGE REPLACEMENT PROJECT

Spring Grove Avenue / Clifton Bridge Improvements:
Replace existing Clifton Avenue Bridge over Millcreek with a new wider structure.WidenClifton Avenue to permit a southbound left turn lane onto Kenard. Curb realignments, signal reconstruction, and street rehabilitation on Spring Grove Avenue between Winton and Mitchell. This project was approved for funding in Round 22 over two years. This submittal meets the OPWC requirement that an application for the second year of funding be submitted at this time.

BRIDGE REPLACEMENT PROJECT

Center Hill Avenue Bridge Replacement
Replace existing deteriorated bridge over Millcreek with a new structure.

LANDSLIDE CORRECTION PROJECTS

Art Museum Drive Landslide Correction:

Construct new retaining walls on Art Museum Drive between Mount Adams Drive and Eden Park Drive to replace an existing wall supporting the roadway on the downhill size.

Hillside Avenue at Henrietta Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

Hillside Avenue at Tyler Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

RETAINING WALL IMPROVEMENT PROJECT

Cummins Street Retaining Wall Improvement:

Perform rehabilitation work on existing retaining wall supporting Cummins Street along the B&O railroad track in North Fairmount. This includes the replacement of 2000 Linear Feet of historic decorative concrete railing at the top of the wall.

RAPID TRANSIT TUBE PROJECT

Rapid Transit Tube Structural Repairs:

Perform repairs to the existing Rapid Transit tubes under Central Parkway between Walnut Street and the north portals near Marshall Avenue. This includes the replacement of ventilation grates and deteriorated expansion joints, repair of the leaking sewer near the Brighton Station, and analysis of outfalls of floor drains to resolve back flooding problems.

STREET REHABILITATION PROJECTS

McMillan Street West Safety Improvement and Rehabilitation:

Perform rehabilitation of McMillan Street between Ravine Street and Central Parkway. Final pave the surface on the curves with an Open Graded Friction Course to provide additional traction during wet weather to reduce the high rate of accidents on this stretch of roadway.

STREET REHABILITATION PROJECTS (continued)

Hyde Park Neighborhood Street Rehabilitation:

Dana Avenue – Madison Road to I-71
Madison Road – Torrence Parkway to Dana/Observatory
Observatory Avenue – Madison Road to Edwards Road

Erie Avenue – Madison Road to Zumstein Avenue
Berry Avenue – Observatory Avenue to Erie Avenue
Stettinius Avenue – Observatory Avenue to Erie Avenue

Mount Auburn Neighborhood Street Rehabilitation:
McMillan Street – Ravine Street to Woodburn Avenue
William Howard Taft Road – Jefferson Avenue to I-71
Burnet Avenue – McMillan Street to William Howard Taft

Winton Road Improvement and Rehabilitation:
Perform rehabilitation on Winton Road between the former B&O railroad crossing and Gray Road, and on Gray Road from Winton Road to 500' west. Widen the Gray Road approach to its intersection with Winton to allow two eastbound lanes, allowing the restoration of full time left turns.

Ridge Road Rehabilitation:
A joint project with the Hamilton County Engineer for rehabilitating a section of Ridge Road in Pleasant Ridge. The County Engineer will be submitting the Round 23 application. The City of Cincinnati will reimburse the County for our share of the costs incurred when the project is completed.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,

Kathleen A Creager for

Joe Gray, Director
Department of Finance

cc:
David Holmes, Assistant City Manager
Joe Gray, Director, Finance
Eileen Enabnit, Director, Transportation and Engineering
Lea Carroll, Manager, Budget and Evaluation
Don Rosemeyer, Transportation and Engineering
Joe Vogel, Transportation and Engineering
Richard Szekeresh, Transportation and Engineering
Greg Long, Transportation and Engineering
Dick Cline, Transportation and Engineering

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0375-2008 passed by the Council of the City of Cincinnati at their session on November 05, 2008 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 10/29/2008, authorizing the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed $16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 6th day of

November in the year Two Thousand and Eight

Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

DWA JPC 12dt

An Ordinance No. 375 - 2008

AUTHORIZING the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed $16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for Round 23 projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $11,512,151 in matching City funds for Program Year 2009 for two (2) street improvement projects, namely Dana Avenue from I-71 to Victory Parkway, and Madison Road from Brotherton Road to Ridge Avenue; one (1) combination street improvement and bridge replacement project, namely Spring Grove Avenue / Clifton Avenue Bridge (previously approved for Round 23 funds); one (1) bridge replacement project, namely Center Hill Road Bridge; three (3) landslide correction projects, namely Art Museum Drive, Hillside Avenue at Henrietta Avenue, and Hillside Avenue at Tyler Avenue; one (1) retaining wall improvement project, namely Cummins Street Retaining Wall; one (1) Rapid Transit Tube Structural Repair, from Liberty Street to Brighton Corner; four (4) street rehabilitation projects, namely McMillan Street West Safety Improvement and Rehabilitation, Hyde Park Neighborhood Street Rehabilitation, Mount Auburn Neighborhood Street Rehabilitation, and Winton Road Improvement and Rehabilitation; one (1) loan assistance application for the Countywide Water Main Improvements 2009; and one (1) loan application for Galbraith Road Water Main; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for Round 23 grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance in an amount

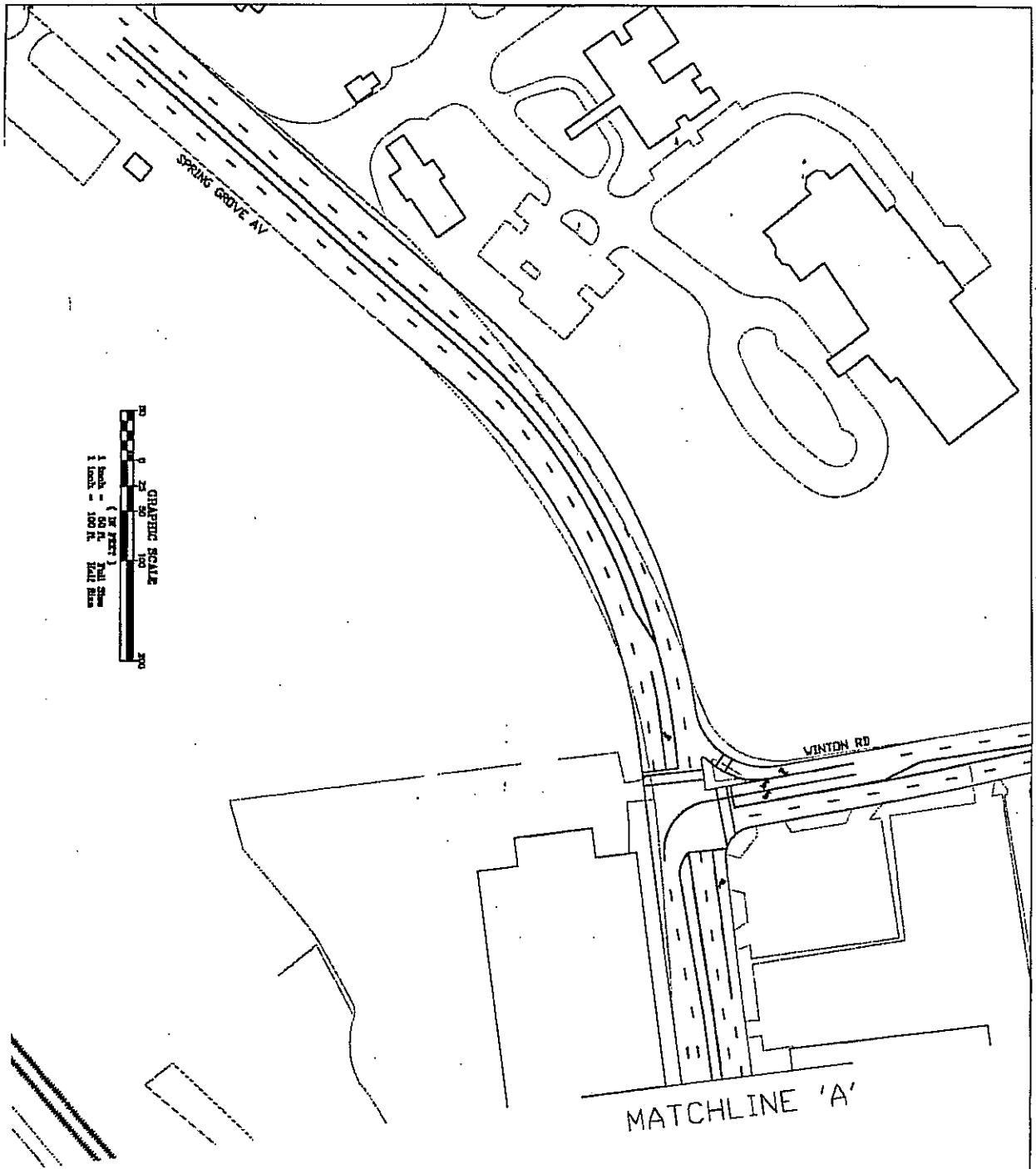
Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to ensure acceptance of the grant applications and to ensure proper funding mechanisms are in place at the earliest possible time.

Passed November 5, 2008

Mayor

Attest: Clerk

I HEREBY CERTIFY THAT ORDINANCE NO 375-2008
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-18-2008
CLERK OF COUNCIL



SIGNS

PROFESSIONAL STAMP

Consultant	Drawn by	Date
	MGT	9/7/06
	Designed by	Date
	MGT	9/7/06
	Checked by	Date
	DDL	9/7/06
	Reviewed by	Date
	DDL	9/7/06

Revisions

No.		

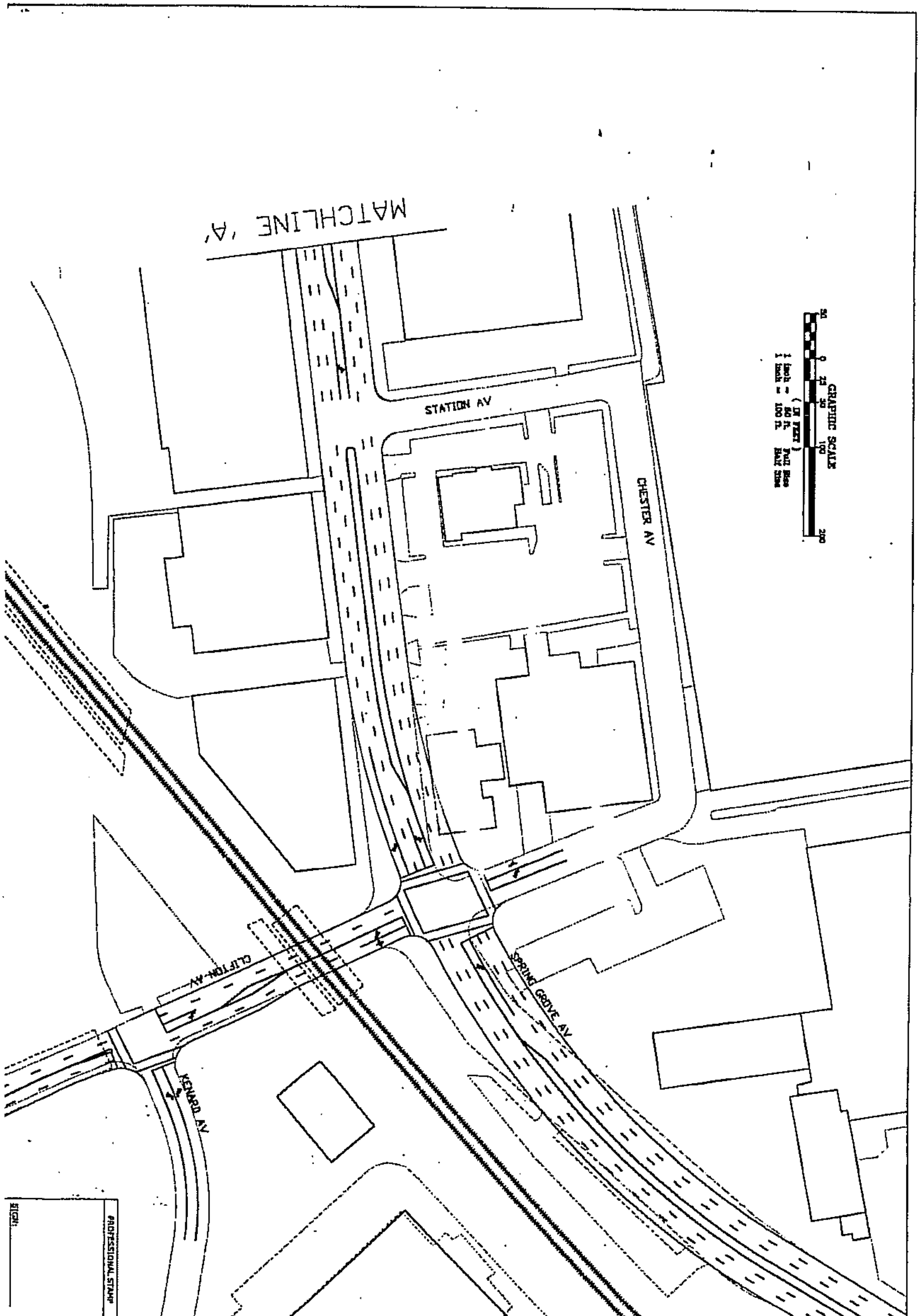
SPRING GROVE AV.
Proposed Layout
WINTON RD. - W. MITCHELL AV.

Department of Transportation and Engineering

CONTRACT DRAWING

ACC No.

Structure File Number



Drawn by	Date	Revisions
MGT	9/7/06	No.
Designed by	Date	
MGT	9/7/06	
Checked by	Date	
GDL	9/7/06	
Reviewed by	Date	
GDL	9/7/06	

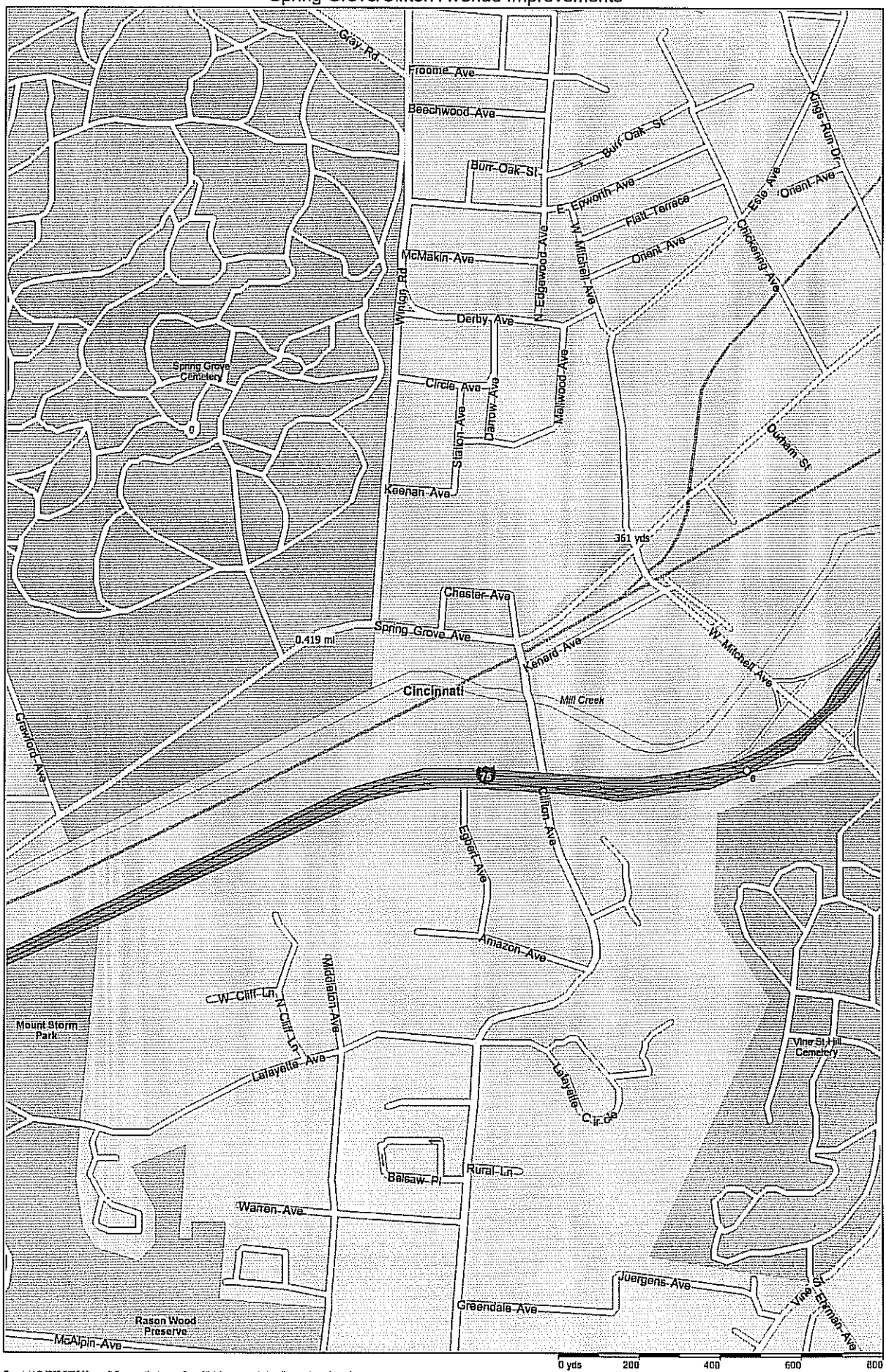
SPRING GROVE AV.
Proposed Layout
WINTON RD. - W. MITCHELL AV.

Department of Transportation and Engineering

CONTRACT DRAWING

2 / 2

Spring Grove/Clifton Avenue Improvements



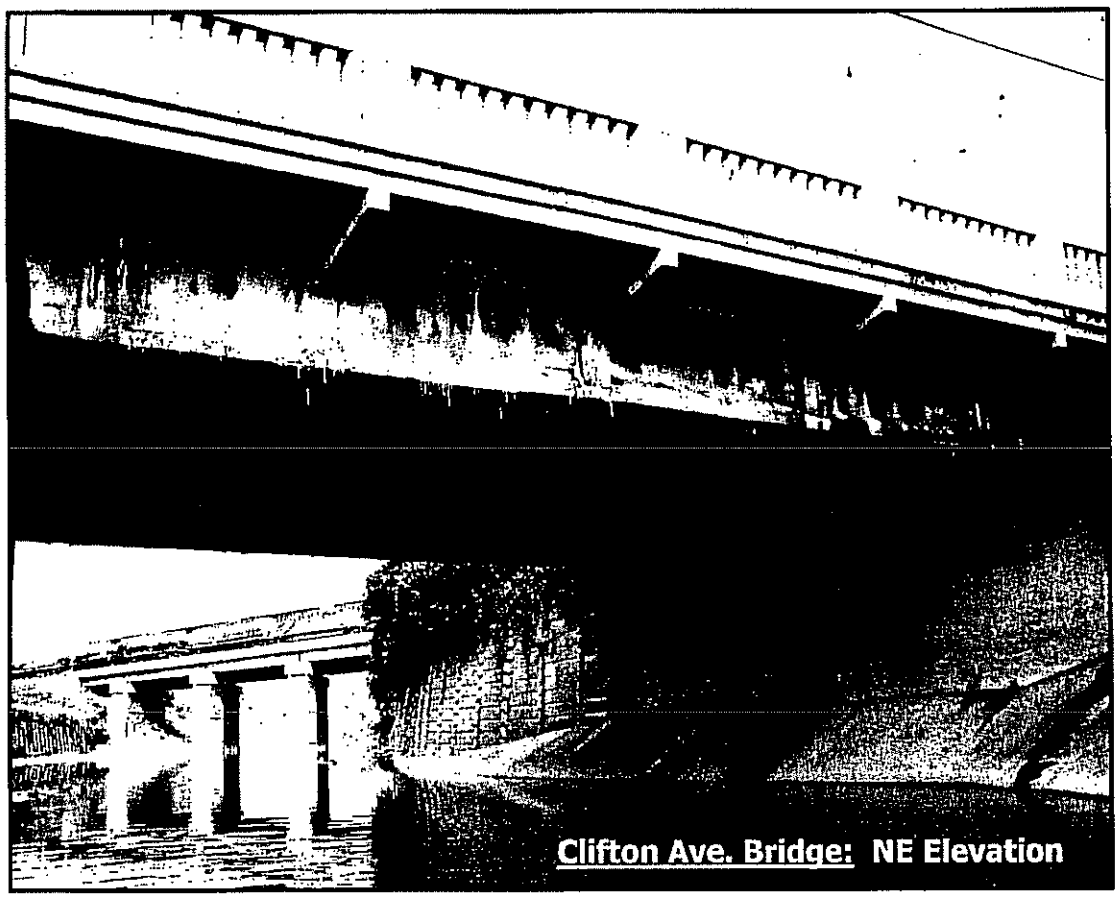
September 12, 2008

Subject: Spring Grove/ Clifton Avenue Improvements
Certification of Traffic Count for OPWC Projects

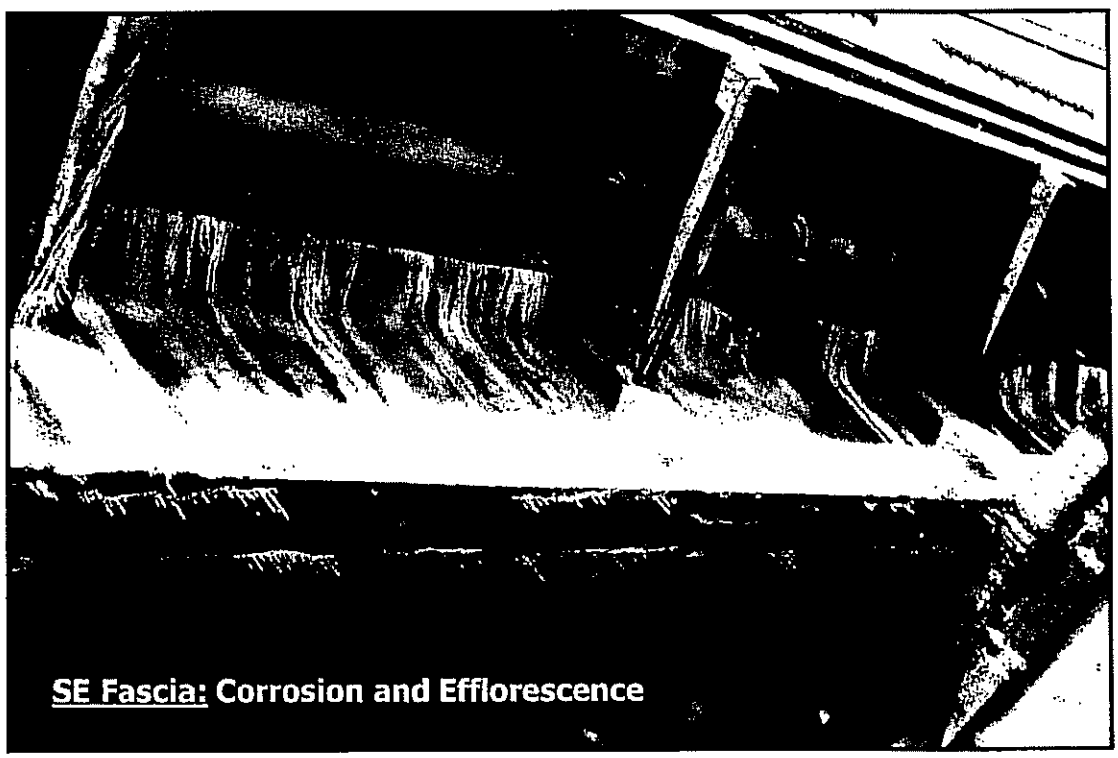
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts for the above referenced project application are a true and accurate count completed by the City of Cincinnati's Traffic Engineering Division.

Gregory D. Long

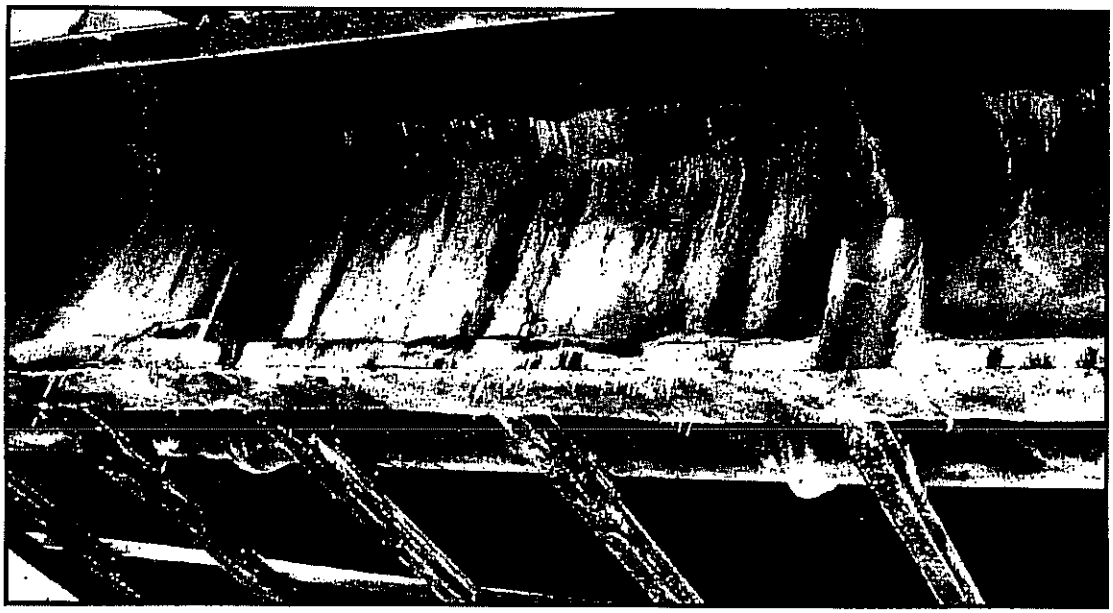
Gregory D. Long, P.E.
Principal Engineer
City of Cincinnati



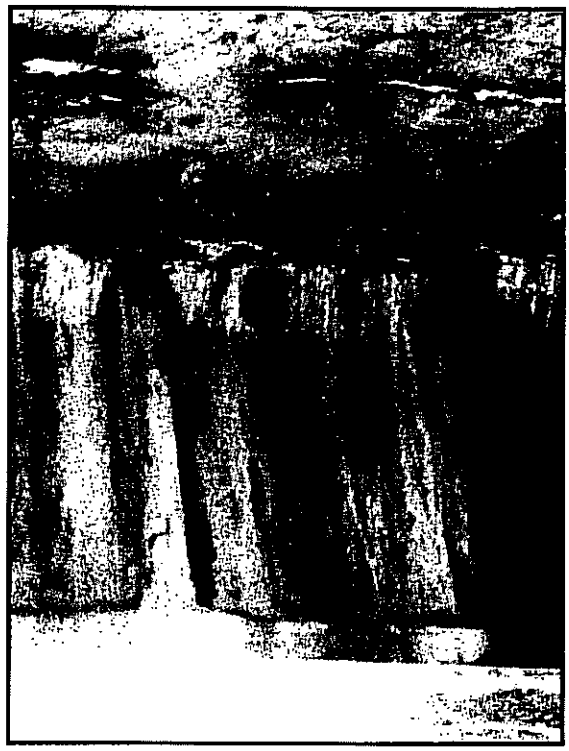
Clifton Ave. Bridge: NE Elevation

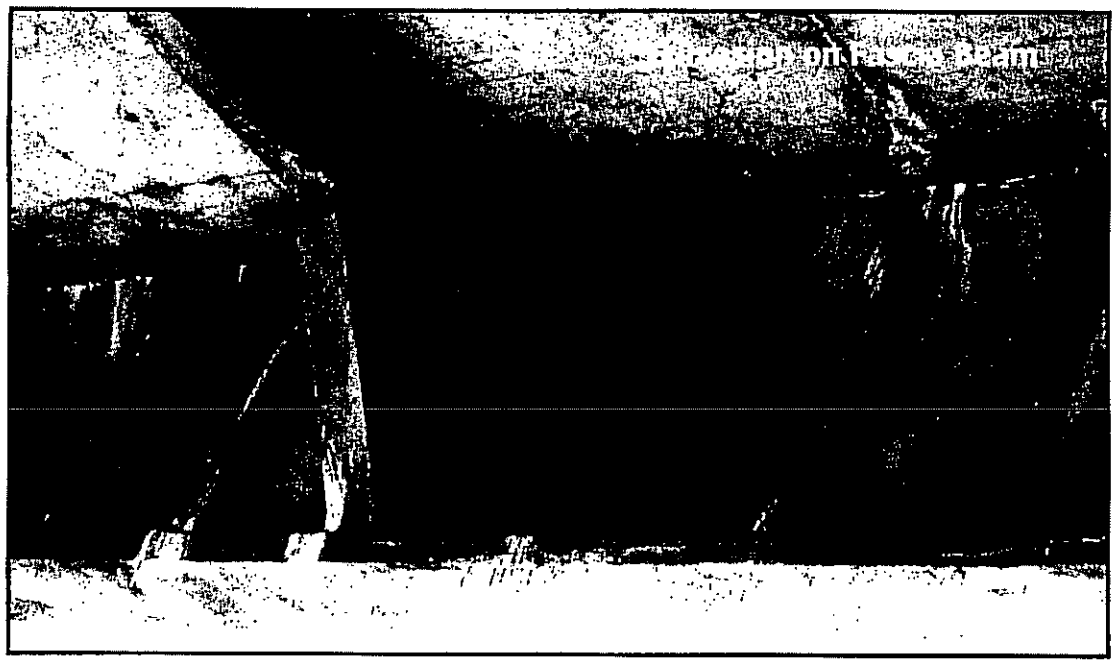


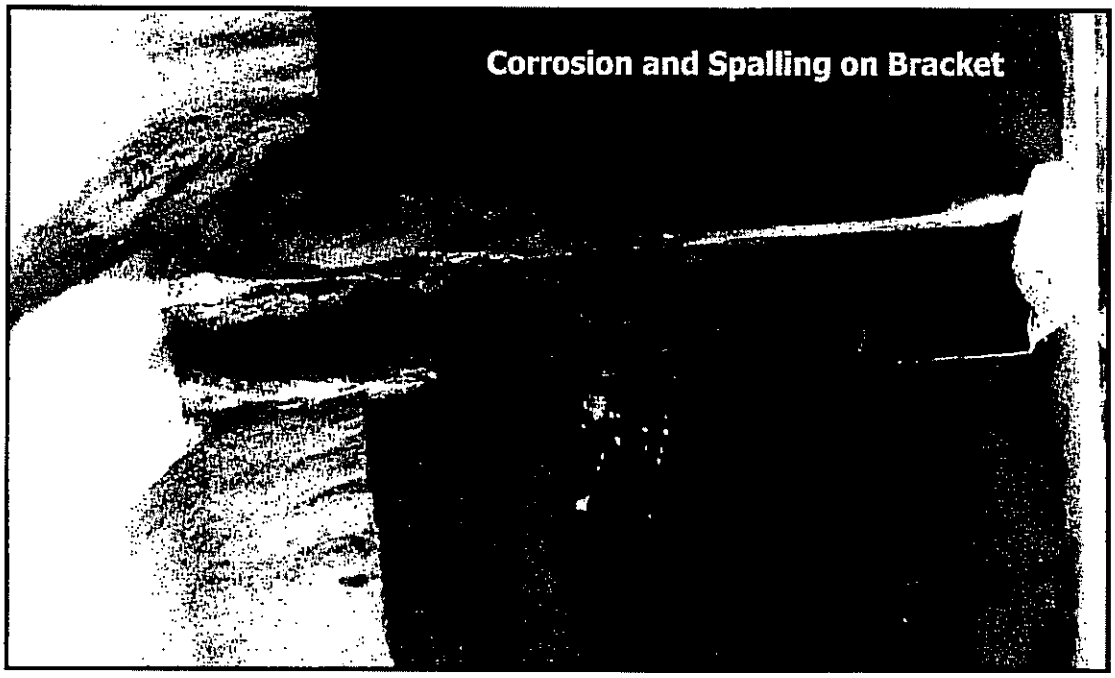
SE Fascia: Corrosion and Efflorescence

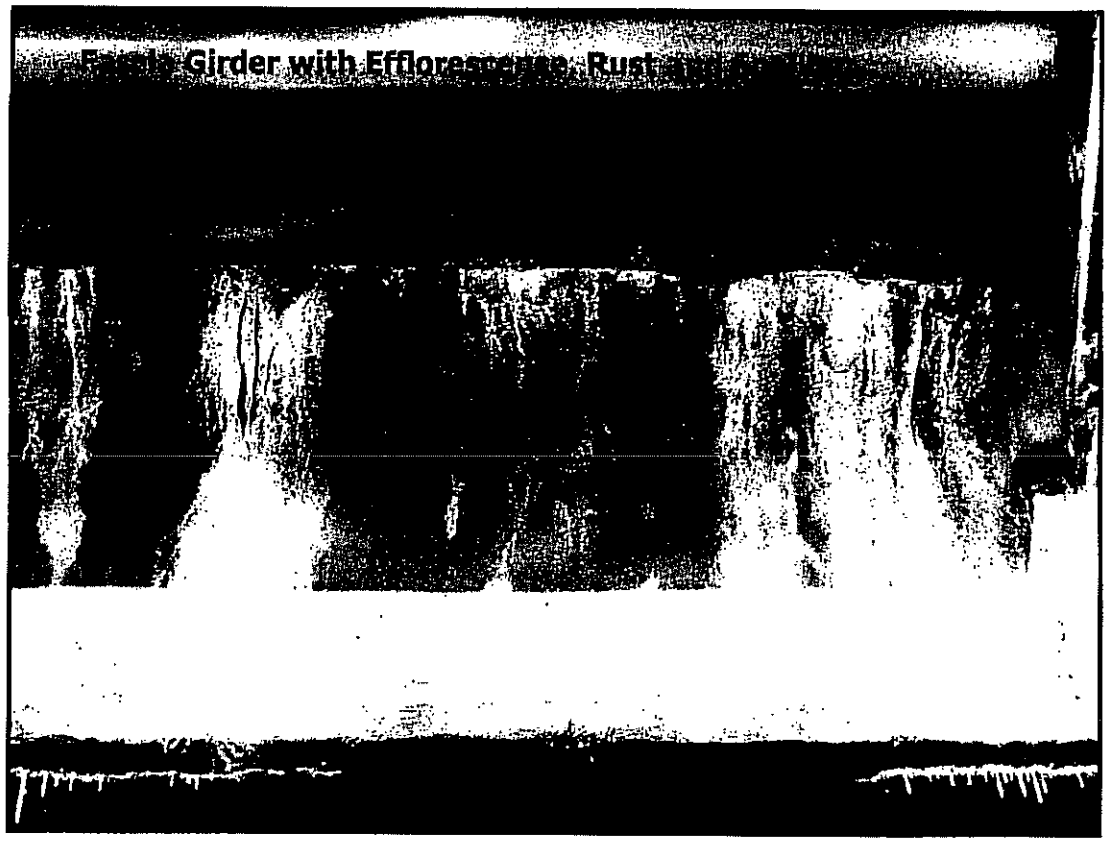


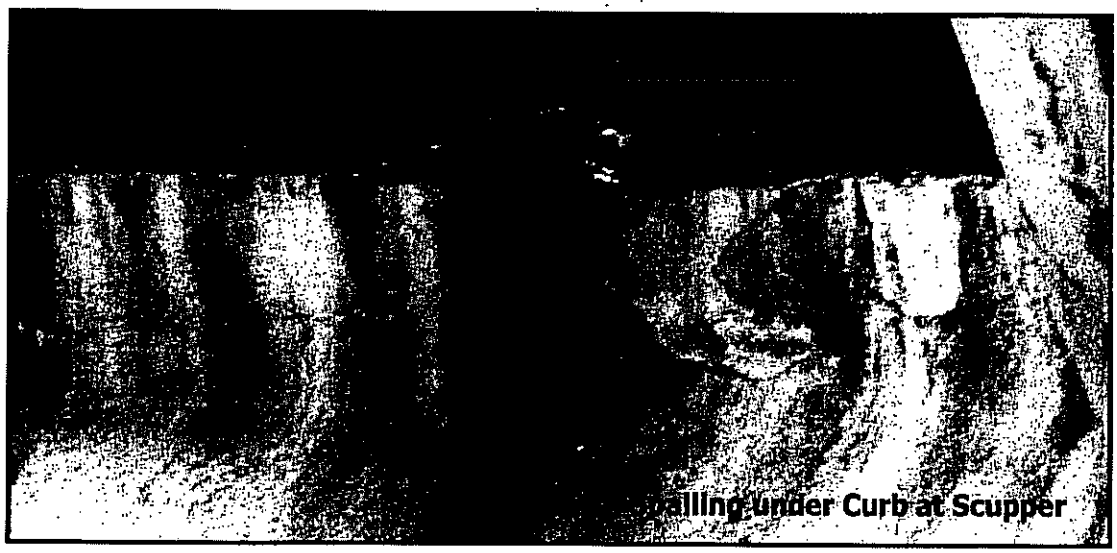
Efflorescence on Girders

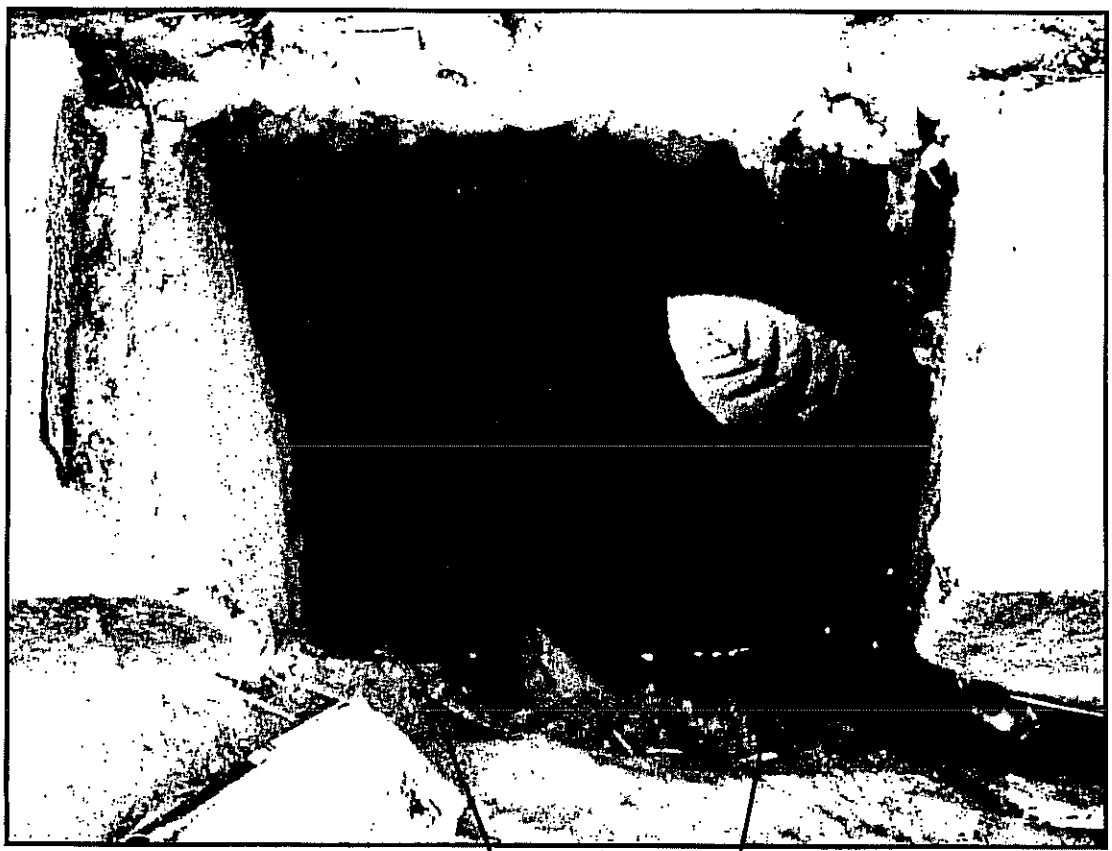





Corrosion and Spalling on Bracket

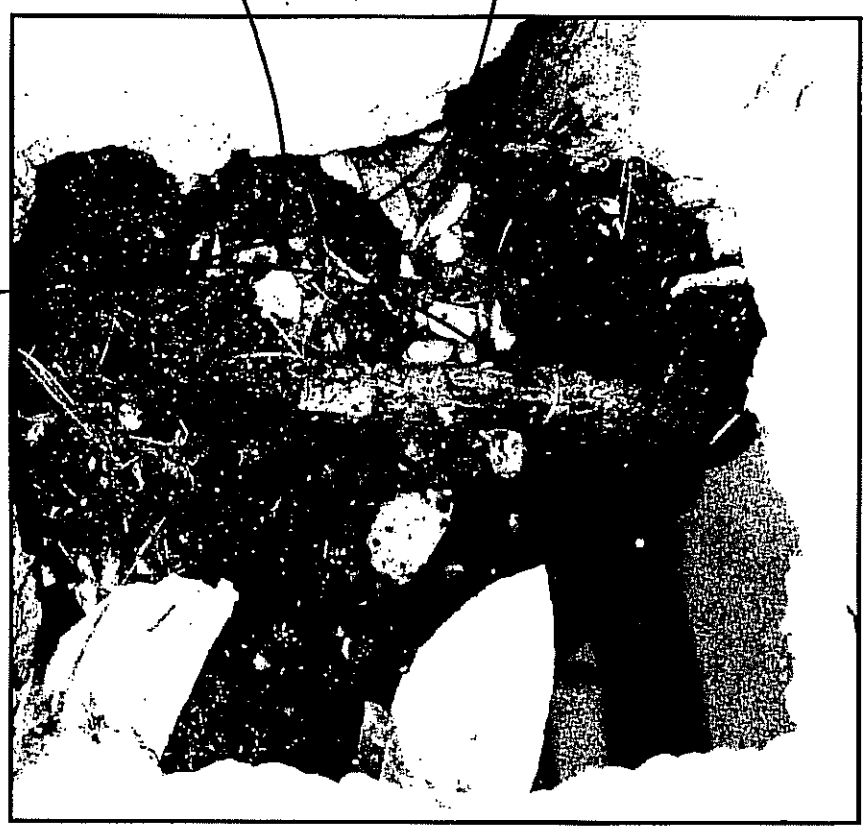

Girder with Efflorescence/Rust

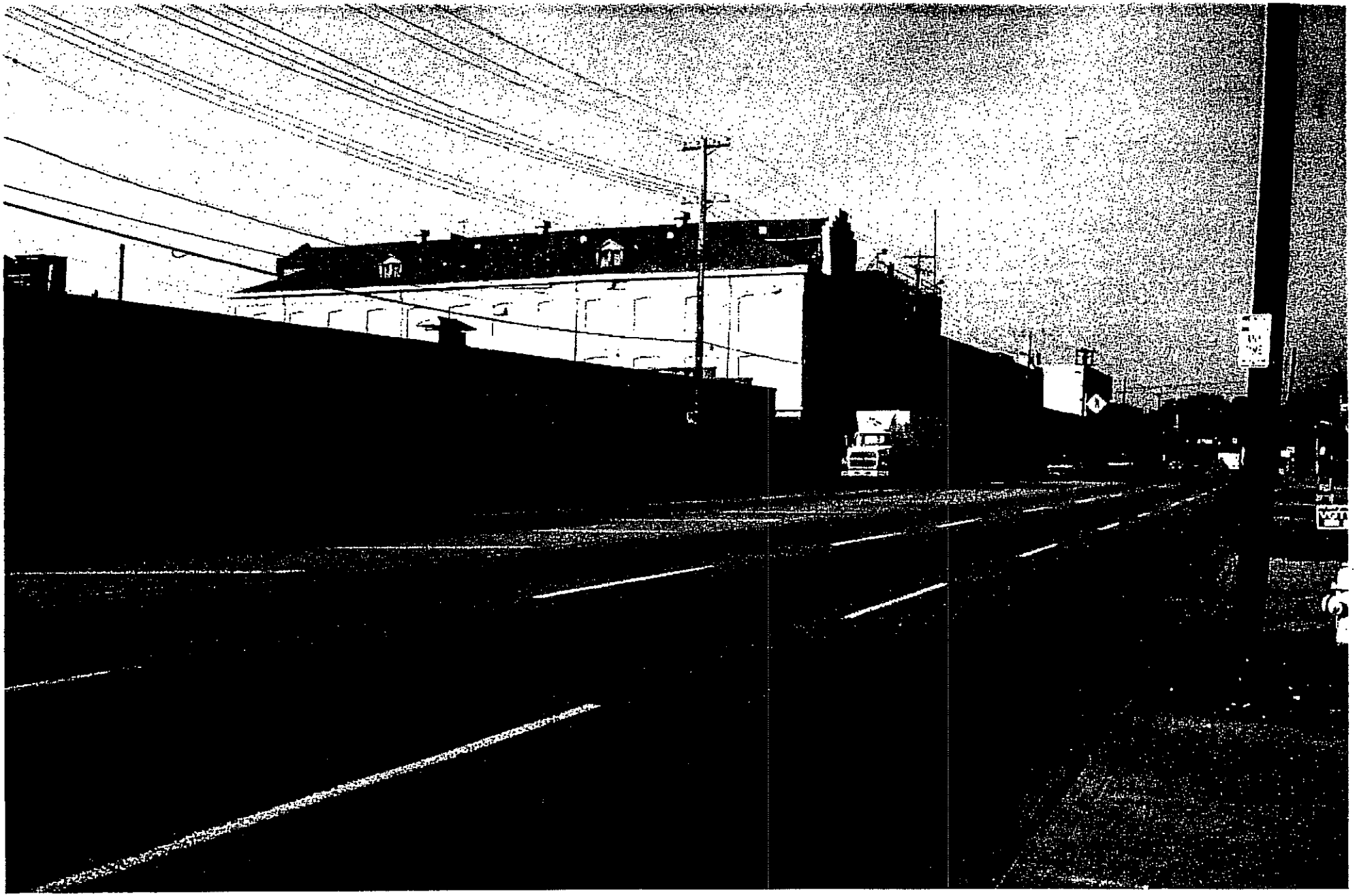

Spalling Under Curb at Scupper

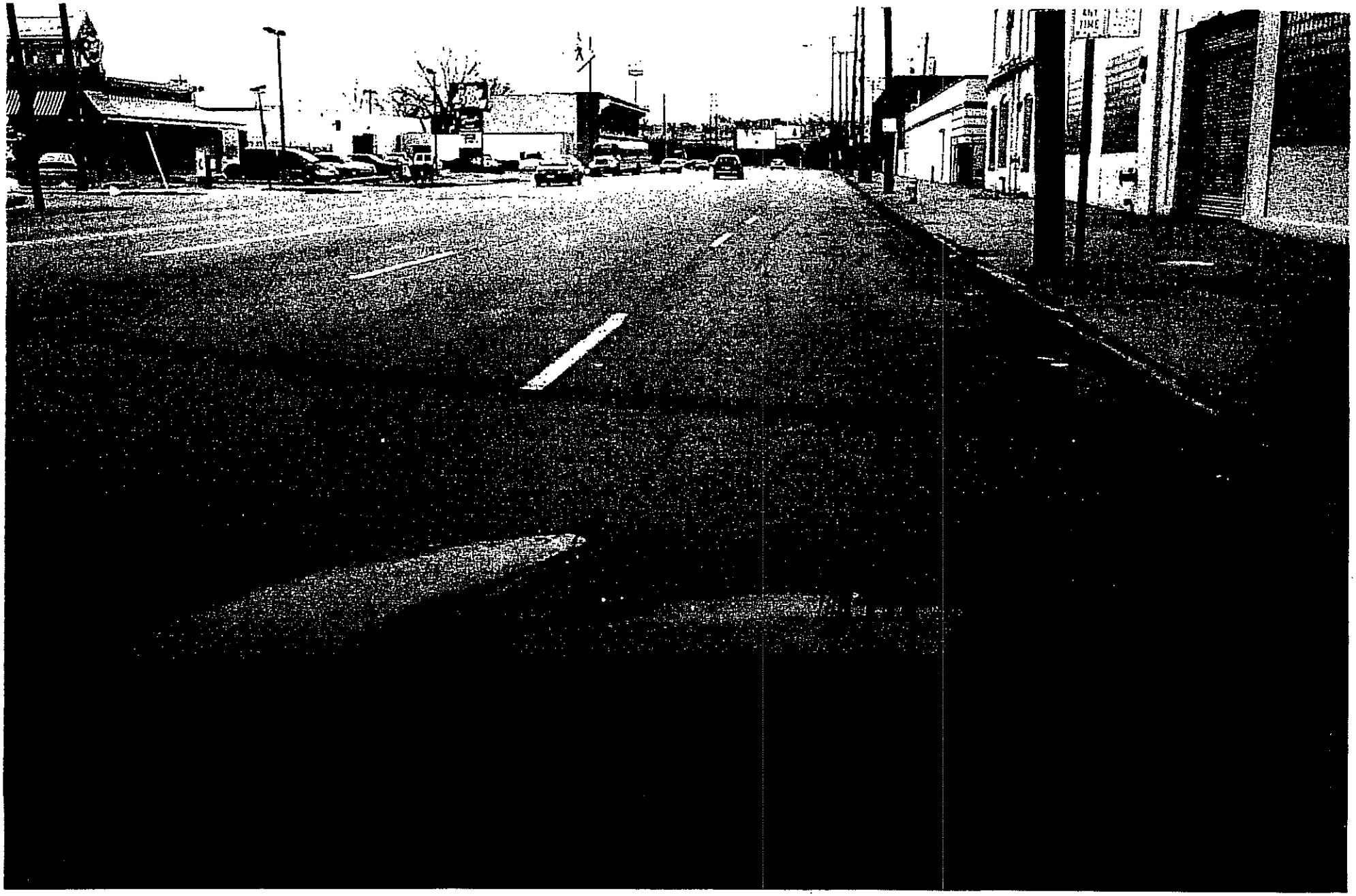


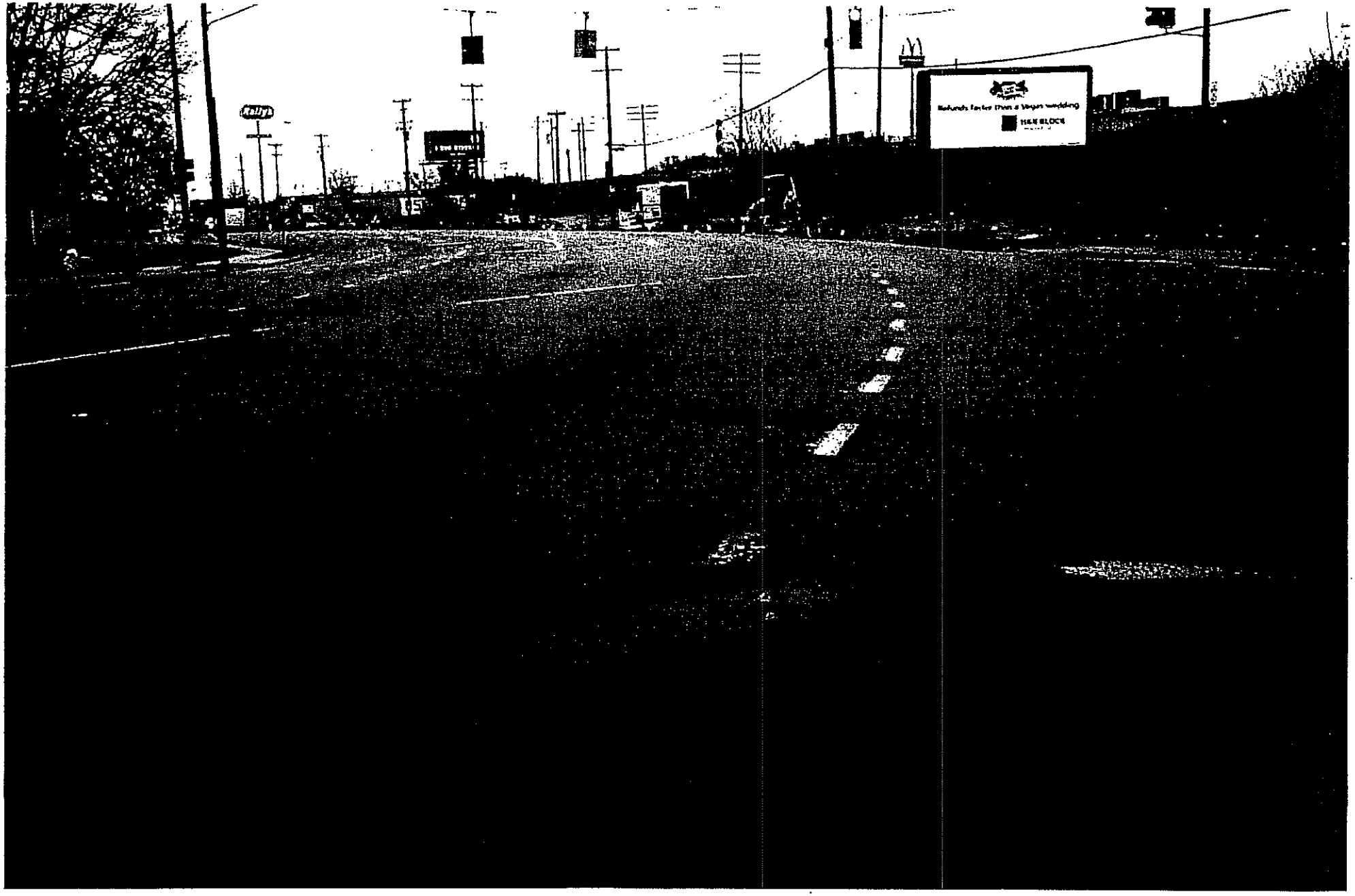
Spalling at Scupper

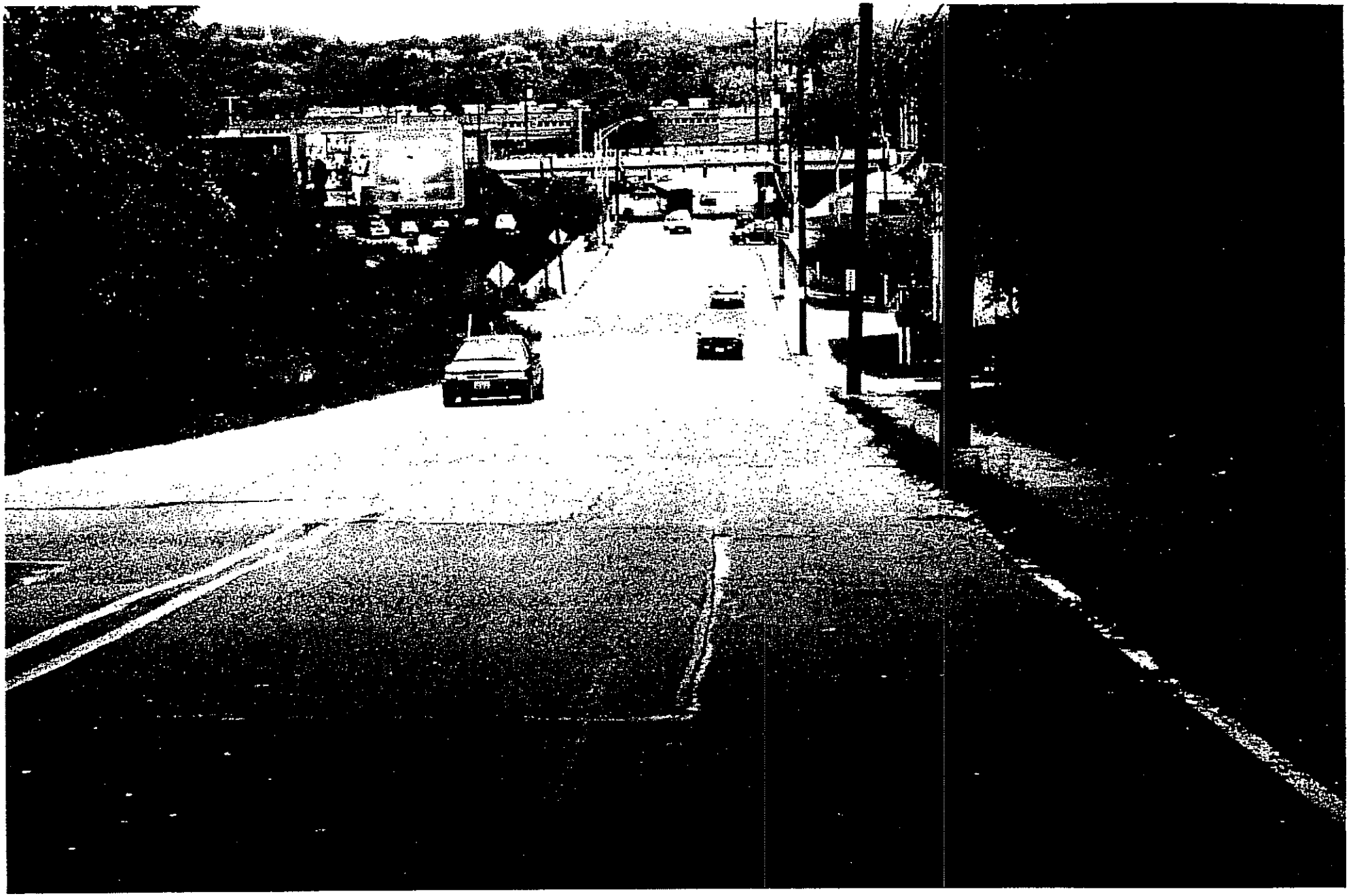
Deck Reinforcing Bar











ADDITIONAL SUPPORT INFORMATION

Spring Grove/Clifton Improvements

For Program Year 2008 (July 1, 2008 through June 30, 2009), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

Pavement:

Deficiencies: The pavement is in very poor condition due to severe cracking and significant base failures. A sampling of the pavement records for the jurisdiction as well as pictures are included to document the condition. Pavement has been rutted and shoved by traffic over the years. Thirty five pavement repair requests were received in a two and a half year period. The number of potholes and pavement repair requests serve to document the poor ride quality and deal specifically with the frequency and severity of the documented condition. (see the attached sampling of service requests from the Cincinnati Customer Service Response Database (CSR).

Solution: The project will provide smooth surface for motorists and repair base failures after the pavement has been resurfaced and the deficient base has been removed and replaced with fully supported new full depth repaired pavement.

Geometric Design:

Deficiencies: Substandard geometric design will be eliminated with the realignment of Spring Grove Avenue and Clifton Avenue. Poor curb alignment through the intersection and curve in the northeast direction has hampered traffic, making the existing driving conditions very difficult. The existing sidewalks on Spring Grove are crumbling and have deteriorated to the point that the walk cannot be safely traversed.

Solution: This project will eliminate the substandard geometry by realigning the intersection of Spring Grove and Clifton by establishing the correct horizontal curve.

Signals:

Deficiencies: The existing signals at Winton, Clifton, and Mitchell need to be upgraded as they have reached the end of their service life. Signal equipment becomes deteriorated and has operational issues as the infrastructure reaches its service life- the City of Cincinnati establishes 20 years as the service life. The signals in this project have all reached the end of the service life from either an operational perspective or safety perspective. The signal at Clifton and Spring Grove was built in 1987 and is now 20 years old; the signal at Mitchell and Spring Grove was built in 1979 and is 28 years old; Similarly, the signal at Winton and Spring Grove was built in 1992 and is 15 years old; however, this signal has significant operational issues as referenced by the attached Road Safety Audit performed by the Federal Highway Administration. Sixty seven signal repair and traffic sign repair requests were received in a two and a half year period. The number of requests for traffic signal and sign repair serve to document the poor condition of the infrastructure and deal specifically with the frequency and severity of the documented condition deficiencies and related repairs. (see the

attached sampling of service requests from the Cincinnati Customer Service Response Database (CSR).

Solution: The signals throughout the project will be rebuilt and sized according to safety guidelines (12 inch lenses and LED displays). Only a partial upgrade is needed for the signal at Winton in order to provide clearer signal indications for the southbound and westbound right turning lanes as well as the northbound movement from the private driveway on the south. The signal at Clifton will be totally rebuilt and redesigned to augment the right turn signal head on the current pole mounted location with an overhead span mounted situation, promoting better visibility (safer condition) and correcting the design deficiency. The signal at Mitchell will be totally rebuilt and upgraded from a pre-timed control to a fully actuated control via detection at all the intersection legs which will correct the existing signal operational deficiencies while also improving the efficiency of the intersection.

Bridge:

Deficiencies: The existing bridge was built in 1935. It was rated 5A (latest BR-86 report attached) during the latest routine bridge inspection and it is functionally obsolete. Despite a new asphalt overlay placed in 2004, the concrete deck is still original to the structure. The superstructure shows cracks, spalls and efflorescence. Evidence of corrosion of the concrete encased steel girders is most severe and pronounced on the inside face of the fascia girders caused by seepage throughout the deck at the curbline. The curbs exhibit deep scaling with seepage and vegetation (refer to photos).

Solution: Superstructure replacement with a single span steel bridge with composite concrete deck. Since the main structural elements will not be encased, visual inspections will be able to detect possible deficiencies as they form.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Pavement:

Safety Problem: The pavement has severe cracking and significant base failures.

Solution: The proposed project will improve the safety of the service area by supplying a better driving surface.

Signals/Pavement Marking/Access Management/Roadway Cross Section:

Safety Problem: The intersection of Winton and Spring Grove currently experiences the highest number of crashes for intersections in the City's network (137 crashes in a three and a half year period from January 2004 to June 2007). In the same period the intersection of Mitchell and Spring Grove has experienced 65 crashes while the intersection at Clifton has experienced 62 crashes (Mitchell is 20th and Clifton is 22nd). The corresponding rates are attached for each intersection as well as the corridor in general. Of note the intersection of Winton has an accident rate per million vehicle miles of 2.6 and the corridor as a whole has a rate of 4.7. (Clifton & Spring Grove accident rate = 1.4 and Mitchell & Spring Grove accident rate = 1.1) An independent road safety audit (RSA) was performed for the Spring Grove corridor from Winton to Clifton Avenue and serves to document the existing safety problems at the signalized intersection at Winton and Clifton. Table 2.1 from the RSA outlines the existing safety problems in detail (see attached). Also refer to the Cincinnati Customer Service Request database information which serves to document the frequency and severity of the signal problems.

Solution: The new alignment will improve visibility and allow for the proper geometry through the curve. The proposed improvements at the Clifton intersection with Kennard and Spring Grove reduce the conflicts between southbound left turning and through vehicles thus reducing rear end crashes. Signal improvements will upgrade the

operation of all the intersections. Specifically at Winton the operation will be improved as a signal head placed over the westbound right turn lane from Winton will clearly define when the movement is safe. Many significant crash countermeasures are being implemented with this project including the alignment of traffic signal heads with the approach lanes, use of redundant signal displays, upgrading signal lenses to 12 inch LED displays, use of back plates with reflective border on signal heads, placement of lane-use signs, adjusting stop bar locations, refreshing pavement markings, adding raised pavement markers, consolidation of driveways, elimination of turn movements on driveways at Kennard & Clifton, provide consistent level of lighting, upgrade lighting at midblock crosswalk, add signal phase for south leg of Winton and reconstructing the sidewalk along the project limits.

The addition of the countermeasures outlined serve to directly eliminate the documented accidents (rear end crashes, right angle crashes, sideswipe accidents, and the fixed object accidents- all of which can be directly attributed to the intersection geometry, signals and other problems cited. The reconstruction of traffic signals, realignment of the curve, resurfacing the roadway, and widening of the roadway to accommodate turn movements will rectify the documented safety problems. Accident data has been attached to provide documentation of the safety problems throughout the project area. The rates are above the City average for signalized intersection, and these facts speak directly to the frequency and severity of the stated problem.

Bridge:

Safety Problem: The current bridge railing is not crash tested according to NCHRP 350 safety standards. Only two corners are equipped with a guardrail system.

Solution: The new bridge will have a crash tested railing and be equipped with adequate guardrail on all corners. Additional bridge widening will eliminate safety issues due to geometry as described above. The new structure will be widened by 20 feet to allow for additional traffic lanes to accommodate safe movement of traffic.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have minimal impact on the health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Dana Avenue Improvements**

Priority 2 **Mt. Auburn Neighborhood Rehabilitation**

Priority 3 **Madison Road Improvements**

Priority 4 **Rapid Transit Tube Reconstruction**

Priority 5 **McMillan Street West Safety Improvements and Rehabilitation**

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

Minor casting adjustments and normal catch basin replacements will be included with the roadway construction activity: therefore, about 0.1% of the total construction costs are user fee agency related.

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will enhance the ongoing commercial development along Spring Grove. Clifton and Kennard. With the addition of commercial development sites comes more pedestrian traffic. This project will promote pedestrian traffic with the addition of street lighting, reconstructed sidewalk, upgraded crosswalk, and traffic signals along the corridor, therefore; increasing access to business and fostering new development.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) **Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious capacity problems (be specific).
The project is designed to prevent traffic problems that are being created by the traffic signal infrastructure, the turn movement operations, the pavement markings, the driveways (access management issues), the road cross section, and the pedestrian facilities in the service area. The project is designed to allow the corridor maintain the level of service through the design year.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 4 Of these, how many are: Takes _____

Temporary _____

Permanent 4

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.
Property appraisals are underway.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.
Spring Grove Avenue, Winton Road, Clifton Avenue and Mitchell Avenue are major arterial serving the Cincinnati communities and businesses of Northside, Winton Place, and Clifton. These streets serve as a direct connection to I-75, Clifton Area (hospitals and the university) as well as providing access for industry with heavy truck traffic. In addition, Spring Grove serves several SORTA routes. This project will rekindle commercial and residential development along this corridor. This project is in the OKI Western Transportation Study.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.
No

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 33,707 X 1.20 = 40,448 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax.

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: SPRING GROVE/CLIFTON IMPROVEMENTS

RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
(20) - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance — **Appeal Score**
20 - Considerably significant importance
15 - Moderate importance — _____
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Criterion 2 – Safety
The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

25 - Highly significant importance — **Appeal Score**
20 - Considerably significant importance
15 - Moderate importance — _____
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Criterion 3 – Health
The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project — **Appeal Score**
20 - Second priority project
15 -Third priority project — _____
10 - Fourth priority project
5 - Fifth priority project or lower

Criterion 4 – Jurisdiction's Priority Listing
The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development [redacted]?

Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees [redacted]. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds _____%

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER** **List total percentage of "Other" funds _____%**

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
(0) – Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
(4) - Project design is for minimal increase in capacity.
0 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact **Appeal Score**
8 – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
(8) Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed **Appeal Score**
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand _____
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) - Less than 20% reduction in legal load

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

(10) - 30,000 or more **Appeal Score**
8 - 21,000 to 29,999
6 - 12,000 to 20,999 _____
4 - 3,000 to 11,999
2 - 2,999 and under

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)***

(5) Two or more of the above **Appeal Score**
3 - One of the above
0 - None of the above _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the **type** of infrastructure being applied for.